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**1958**



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The Vehicles and Highway Traffic Act requires that every person operating a motor vehicle shall secure an operator's or chauffeur's license and shall at all times while driving carry same. A penalty is provided for failure to produce such license when demanded by an officer.

This law has been passed in the interests of safe driving, and the production of a license is the only proof of ownership of one.

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# **REGULATIONS**

## **under**

### **THE PUBLIC SERVICE VEHICLES ACT**

#### **GENERAL**

##### **Interpretations:**

1.1. In these Regulations, unless the context otherwise requires,—

1.1.1. “Act” means The Public Service Vehicles Act.

1.1.2. “Board” means the Highway Traffic Board constituted under The Public Service Vehicles Act.

1.1.3. “Balloon Tires” and “High Pressure Tires” means tires inflated with compressed air shall have respectively the meaning customarily assigned to such kinds of tires by the manufacturers of tires.

1.1.4. “Bridge” means a structure sixteen feet or over in length, carrying roadways, waterways or railways across streams, valleys or other roads or railways, leaving a passageway below.

1.1.5. “Bus” means any Public Service Vehicle constructed and used for the purpose of transporting passengers and passenger express over a regular route between fixed termini and at regular intervals.

1.1.6. “Driver” means any person driving any Public Service Vehicle or Commercial Vehicle on any highway, or who has the care or control of such vehicles on any highway.

1.1.7. “Dual Wheel” means a wheel which is equipped with two tires of the same type, size, and width, inflated, in the case of pneumatic tires, to substantially the same pressure, which transmit substantially an equal share of the total weight on the wheel to the highway.

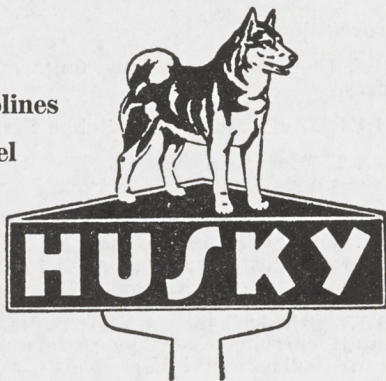
1.1.8. “Explosive” means gun-powder, blasting powder, nitroglycerine, gun-cotton, dynamite, blasting gelatin, gelignite, fulminate of mercury or other metals, coloured fires and every other substance whether chemical compound or mechanical mixture, used or manufactured with a view to producing a violent effect by explosion, or pyrotechnic

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effect, and includes fire-works, fuses, rockets, percussion caps, fog and other signals, and every other adaption or preparation of an explosive as above defined.

**1.1.9. "Freight"** means any property, goods, live stock or merchandise offered for transportation, the acceptance of which is provided for in these Regulations.

**1.1.10. "Livery or Taxi-cab"** shall mean a Public Service Vehicle used for the transportation of passengers in respect of which there is a holding out to the public on the part of the owner to carry any passenger or party of passengers when so requested, to a stated destination, whether by contract or otherwise, but which is operated only as required, and not at regular intervals or in accordance with a set time schedule or over a specified route.

**1.1.11. "Main Highways" and "Secondary Highways"** mean and include those highways defined as such in The Public Highways Act.

**1.1.12. "Maximum Gross Weight or Maximum Weight"** as used in these Regulations means the combined weight of the vehicle and heaviest load which may be carried in accordance with the tire equipment on the vehicle and as provided for in these Regulations.

**1.1.13. "Officer"** means any police officer, police constable, constable or other person employed for the preservation and maintenance of the public peace, or any officer appointed for enforcing or carrying out the provisions of The Vehicles and Highway Traffic Act, The Public Service Vehicles Act, or any part thereof.

**1.1.14. "Pneumatic Tire"** means any tire inflated with compressed air.

**1.1.15. "Pole Trailer"** means a two-wheeled trailer without platform used for hauling materials, such as lumber, piping, timber-poles, etc., and is attached to the tractor unit by means of a pole, of approved design complete with safety devices.

**1.1.16 "Route"** means the highway over which any Public Service Vehicle operates in travelling between two stated termini and serving any intermediate points.

**1.1.17. "Single Wheel"** means a wheel which is equipped with one tire.

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**1.1.18. "Solid Tire"** means any tire made of elastic rubber which is not inflated with compressed air.

**1.1.19. "Tire Size" or "Size of Tire"** means the size of the tire as customarily measured and rated by the manufacturers of motor vehicles or tires.

**1.1.20. "Tractor-Trailer"** means a combination of vehicles comprised of one semi-trailer, used for carrying merchandise and one truck tractor used solely for supplying of power for propelling, or hauling semi-trailer.

**1.1.21. "Vehicle"** shall include motor vehicle, trailer, semi-trailer, tractor engine, and any vehicle drawn, propelled or driven by any kind of power, including muscular power but not including the cars of electric or steam railways running upon rails.

The expressions defined in the interpretation section of The Public Service Vehicles Act, Chapter 276 of the Revised Statutes of Alberta, 1942, shall when used in these Regulations have the same respective meanings as in the said Act.

## **Classification of Licenses.**

**1.2.1.** All vehicles registered with the Highway Traffic Board under the provisions of The Vehicles and Highway Traffic Act, shall be classified either as Public Service or Commercial Vehicles in accordance with the provisions of The Public Service Vehicles Act and shall be issued certificates and plates in accordance with the following subdivisions and for the purposes set out therein.

### **Plate.**

**"Bus"**—Public Service Vehicles used for the transportation of passengers and operated either over a regular route or between stated termini and at stated intervals.

**"C"**—Public Service and commercial vehicles operated solely within the incorporated boundaries of a city, town or village and within an area having a radius of five miles therefrom.

**"C.V."**—All Commercial Vehicles not included under any of these classifications.

**"D.U."**—A motor vehicle kept by a person, firm or corporation for the purpose of being rented without a driver.



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**"F"**—Commercial Vehicles owned and operated by farmers, ranchers and market gardeners and used solely in connection with their own farm, ranch or market garden operations, but not in connection with any other line of business in which the owner may be engaged.

**"G"**—Commercial Vehicles owned and operated by the Federal Government, Provincial Government and municipal and school districts, with the exception of those classified as "S.V."

**"L"**—Public Service Vehicles licensed and operated as liveries and taxicabs.

**"P.S.V."**—Public Service Vehicles not included in any of these classifications.

**"S.V."**—Public Service and Commercial Vehicles used solely as school buses or any Public Service and Commercial Vehicles governed by section 6.1.1., subsection (d) of these regulations.

**"X"** Commercial Vehicles used,

- (a) for personal transportation only,
- (b) by tradesmen for the conveyance of own tools not exceeding 500 pounds,
- (c) as ambulances or hearses,
- (d) as tow trucks.

In the case of any dispute in regard to classification under which a vehicle is registered, the ruling of the Board shall be final.

## **Registration.**

**1.3.1.** All Public Service and Commercial Vehicles shall be registered with the Highway Traffic Board in accordance with the terms of The Vehicles and Highway Traffic Act, and the owner shall pay the registration fee as prescribed by the Lieutenant Governor in Council.

## **Applications.**

**1.4.1.** Applications for certificates shall be made on the forms prescribed for that purpose by the Board, and if the Board so demands, each application shall be accompanied by

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a map or diagram clearly indicating the route or area for which the certificate is required.

**1.4.2.** When any operator making application for a Public Service Vehicle or Commercial Vehicle license is found to have made a false statement when submitting his application, he shall be required, upon discovery, to pay any additional fees which should have been originally paid at the time of application, and upon failure to do so, the Board shall have the power to suspend or cancel his license.

### **Certificates.**

**1.5.1.** The certificates issued by the Board shall be on the forms prescribed for that purpose and shall comply with the provisions of The Vehicles and Highway Traffic Act and The Public Service Vehicles Act. Certificates shall be framed and adequately protected from injury and defacement and shall be displayed in a conspicuous place in the cab of the vehicle.

**1.5.2.** Such motor vehicles only shall be operated in respect of which individual certificates have been issued.

**1.5.3.** Supplementary certificates may be issued for additional vehicles as required and such certificates shall be valid from date of issue until expiration date of the original certificate.

**1.5.4.** Unless it is therein specifically provided to the contrary, all certificates shall expire on the 31st day of March following the date of issue.

**1.5.5.** Public Service Vehicle certificates may, at the discretion of the Board, confine the operator to the carrying of certain specified commodities only.

### **Breakdown of Vehicle.**

**1.6.1.** In the case of accident to or breakdown of a Public Service Vehicle, the operator shall make immediate arrangements so that the passengers or freight may be transported to destination without additional charge, and with as little delay as possible.

### **Substitution of Vehicles.**

**1.7.1.** When any Public Service or Commercial Vehicle becomes temporarily disabled, arrangements may be made for substituting such equipment as may be necessary in order that a proper schedule may be maintained. If this tem-

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porary substitution of equipment is required in excess of seven days, the Board shall be notified of such substitution and shall have the right to make any order deemed necessary.

### **Dimensions of Vehicles.**

1.8.1. No person, without the permission of the Board shall drive upon any highway any vehicle which with the load carried thereon exceeds any one of the following dimensions:

- (a) Ninety-six (96) inches in width.
- (b) One hundred and fifty (150) inches in height from the pavement or road surface.
- (c) Thirty-five (35) feet in wheelbase of any single unit.
- (d) Fifty (50) feet in overall length of any tractor with semi-trailer or any other combination of vehicles coupled together.

provided, however, that in the case of loads of loose fodder, the width of the load carried shall not exceed ten (10) feet.

1.8.2. The above Regulation, in so far as it applies to width, shall not apply to road construction or road maintenance equipment, threshing machines, implements of farm husbandry when being towed or when travelling under own power, provided, however, that in such cases the operator shall assume full responsibility for accidents or damages caused to any highway or bridge and further provided that where the width is in excess of eight (8) feet, there shall be conspicuously displayed, at extreme edges, flags during daylight hours and lights at other times.

### **Clearance Lights.**

1.9.1. Every Public Service and Commercial Vehicle having a width in excess of eighty inches including the load thereon shall be equipped with clearance lights in accordance with the following provisions:

- (a) On the front of the vehicle, two amber lights one at each extreme width of the vehicle and/or load and as near the top as practicable.
- (b) On the rear of the vehicle, two red lights, one at each extreme width of the vehicle and/or load, and as near the top as practicable.

Providing, however, in the case of vehicle where it is impracticable to have clearance lights



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mounted at either the front or the rear of the body of the vehicle then the said required clearance lights may be carried at the ends of a bar or pipe securely attached to the top or the rear of the cab of the vehicle in such a manner that the extreme width of the truck and/or load may be plainly indicated from the front and the rear of the vehicle.

- (c) All Public Service and Commercial Vehicles including pole trailers shall, when carrying loads of lumber, poles, well casing or other materials which extend beyond the rear of the vehicle, be provided with flexible extension cords for the purpose of displaying red clearance lights at the extreme rear and extreme width of such loads.
- (d) In the case of semi-trailers or any combination of vehicles which exceed thirty-five (35) feet in length, then in addition to the above requirement, a red lateral light shall be located as near the centre as possible on the left side of the vehicle and in such a position as to make it clearly visible from any vehicle approaching from the left.
- (e) All clearance lights shall be controlled from a circuit that is separate from the head and tail light circuit of the vehicle.
- (f) All clearance lights shall be such and so placed that they shall be visible from a distance of at least five hundred (500) feet under normal atmospheric conditions.
- (g) During the period between sunset and sunrise or at any time when the atmospheric conditions are such that objects on the public highways are not plainly visible at a distance of three hundred (300) feet, the said clearance lights shall be alight.

## **Reflectors.**

**1.9.2.** (a) Every Public Service and Commercial Vehicle having a width of eighty (80) inches or less including the load thereon shall be equipped with at least one reflector at the rear towards the left side of the vehicle. Such reflector may be either a separate unit, or one incorporated with the tail lamp unit.

(b) Every Public Service and Commercial Vehicle having a width in excess of eighty (80) inches including the load thereon shall be equipped with reflectors which have a

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diameter of at least three (3) inches across the reflecting surface and in the following manner:

1. On the front of the vehicle, two amber reflectors, one at each extreme width of the vehicle body.

2. On the rear of the vehicle two red reflectors, one at each extreme width of the vehicle body.

3. Such reflectors shall be so placed as to be not less than twenty-four (24) inches and not more than sixty (60) inches above the surface of the road or pavement.

(c) Every reflector required by this section shall be of such size and characteristics and so maintained as to be readily visible at night time from all distances within five hundred (500) feet and fifty (50) feet from the vehicle when directly in front of lawful upper beams of head lamps.

**1.9.3.** No lights casting a red glow shall be displayed on the front of any Public Service or Commercial Vehicle, except as provided for by The Vehicle and Highway Traffic Act.

## **Flares.**

**1.10.1.** Approved red flags and flares, lamps, lanterns, or reflectors which are capable of being visible under normal atmospheric conditions for a distance of at least five hundred (500) feet shall be carried at all times by all Public Service and Commercial Vehicles.

**1.10.2.** When during the period between sunrise and sunset a Public Service or Commercial Vehicle becomes stationary for any reason whatever upon any highway outside the boundaries of a city, town or village, the driver or other person in charge of such vehicle shall forthwith cause two red flags to be placed on the highway in line with the vehicle, one at a distance of approximately one hundred (100) feet in front of the vehicle and one at a distance of approximately one hundred (100) feet at the rear of the vehicle.

**1.10.3.** When during the period between sunset and sunrise or at any other time when there is not sufficient light to render clearly discernible persons and vehicles on the highway at a distance of five hundred (500) feet, a Public Service or Commercial Vehicle becomes stationary for any reason whatever upon any highway outside the boundaries of a city, town or village, and

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(a) the lighting equipment required by The Public Service Vehicles Act and/or The Vehicles and Highway Traffic Act is disabled, the driver or other person in charge of such vehicle shall immediately cause two red lanterns, flares or approved reflectors to be placed on the highway in line with the vehicle one at a distance of approximately one hundred (100) feet in front of the vehicle and one at a distance of approximately one hundred feet at the rear of the vehicle;

(b) the lighting equipment is not disabled, the driver or person in charge of such vehicle shall after a period not exceeding ten (10) minutes, proceed to set out flares, lamps, lanterns and reflectors as provided for above.

**1.10.4.** Whenever an officer of the R.C.M.P., or any officer empowered to enforce The Public Service Vehicles Act, finds a vehicle upon any highway in violation of section 1.10.1. he may move such vehicle, or require the driver, operator or other person in charge of such vehicle to move the same.

### **Fire Extinguishers.**

**1.11.1** Public Service Vehicles being used for the transportation of grain, fodder, coal, granite, railway ties, clay, brick, sand, lime, stone or gravel, shall be exempted from the carrying of fire extinguishers under the provisions of section 35 of The Public Service Vehicles Act.

### **Speed.**

**1.12.1.** No person shall drive a truck operated as a Public Service Vehicle or Commercial Vehicle over any highway outside the corporate boundaries of any city, town or village, at a speed in excess of fifty (50) miles per hour.

**1.12.2.** Speed on Bridges: On main and secondary highways, the speed limit over bridges signed "Narrow Bridge" shall be fifteen (15) miles per hour. Over other bridges the speed limit shall be twenty-five (25) miles per hour.

### **Convoys.**

**1.13.1.** For the purpose of this regulation convoy means two or more Public Service or Commercial Vehicles travelling in the same direction at approximately the same rate of speed and travelling together by mutual understanding or



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When any motor vehicles are proceeding in convoy upon any highway, whether in motion or stationary, there shall be maintained between each vehicle a distance of not less than one quarter of a mile.

This regulation shall not apply in the case of a military or other convoy proceeding upon any highway under police supervision.

### **Inspection of Vehicles.**

**1.14.1.** When requested to do so by an officer, the operator of any Public Service or Commercial Vehicle shall come to a stop in order to permit such officer to make such examination or investigation deemed necessary.

**1.14.2.** If the officer deems necessary, he may instruct the operator to take the vehicle to a weigh scale and have the vehicle and/or load weighed, and present the weight slip within a specific period.

**1.14.3.** When an officer finds any mechanical defects in a motor vehicle or any failure of the operator to comply with the requirements set out in the Regulations of the Board, he shall note the same on a form provided for that purpose and shall hand to the driver a copy of the same. If the driver is an employee, it shall be his duty to inform his employer and it shall be the duty of the owner of the truck to see that the defects are repaired and that the Regulations of the Board are complied with, and to return the form to the officer with notification to that effect within a specified time.

### **Working Hours for Drivers.**

**1.17.1.** A holder of a Public Service or Commercial Vehicle Certificate shall not drive or allow any driver of any motor vehicle to work as a driver for more than the maximum number of hours provided for under the terms of The Alberta Labour Act, or in contravention of any of the Regulations passed under authority of the said Act by the Board of Industrial Relations.

**1.17.2.** All truck drivers licensed as chauffeurs except those employed within limits of cities, shall carry a log book to be prescribed by the Board, in which they shall daily record their hours of work. The book shall be available for inspection at all times, and when completed shall be returned to the Highway Traffic Board before a new one is issued.

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## **Medical Certificates.**

**1.18.1.** Each driver of a Public Service passenger-carrying vehicle, who is required by The Vehicles and Highway Traffic Act to secure a Chauffeur's license on the 1st day of April of each year, will be issued a certificate only on presentation of a satisfactory medical certificate obtained from a qualified medical practitioner in the Province of Alberta, certifying as to the driver's physical fitness.

## **Directional Signalling.**

**1.22.1.** The driver of any Public Service or Commercial Vehicle shall before turning the vehicle to right or left or stopping the same indicate his intention so to do.

This indication shall be given in accordance with the Regulation of the Provincial Secretary's Department made under authority of The Vehicles and Highway Traffic Act or the driver may substitute therefor any signalling device which has been approved by the Highway Traffic Board.

Where the vehicle is so constructed or loaded that the hand and arm signal is not plainly visible from the front and rear of the vehicle, and in any case where the body of the vehicle extends twenty-four (24) inches or more to the left of the centre of the steering wheel, then such vehicle shall be equipped with an approved signalling device; and no person shall drive, operate or use such vehicle unless it is so equipped.

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### **3. FREIGHT VEHICLES**

#### **Signs on Vehicles.**

**3.1.1.** Upon every Public Service or Commercial Vehicle, with the exception of those which have been certificated for the carrying of passengers only or for farm operation only, there shall be conspicuously or otherwise displayed on the left hand side front door or in such place as may be approved by the Board, the name and address of the owner, the weight of the vehicle (empty), the weight of the allowable load and the maximum weight of the vehicle and load. The minimum height of the letters shall be two (2) inches, provided, however, that for trucks operating solely within the cities and towns or five miles therefrom, the owner's name may be in legible size letters, so long as they are placed in a conspicuous position and are approved by the Board.

#### **Maximum Weights.**

**3.2.3.** Notwithstanding the carrying capacity allowed by the regulations of the Board on the basis of tire equipment, the following maximum weights shall be in effect:

##### **(a) Axle Maximums:**

For the purpose of this regulation, unless otherwise specified, "axle" shall mean any axle of a vehicle or combination of vehicles.

Maximum gross weight on any individual axle shall not exceed 18,000 pounds, providing, however, that the maximum weight on a front axle of a truck or tractor shall not exceed the total maximum allowance on the tires with which the axle is equipped, and in accordance with section 3.2.2. of these Regulations.

Maximum weight on any group of axles, or any tandem axles shall not exceed 18,000 pounds on any individual axle in the group and in some cases shall be less than 18,000 pounds, depending on the spacing of the axles, and in no case shall the final computation of the axles of any group exceed any overall maximum as herein set out. Such weights in the case of tandem or groups of axles shall be calculated on the following basis:

Where the distance between the axles is less than 42 inches, the group of axles shall be considered as a single axle and the maximum weight for the whole group shall



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not exceed 18,000 pounds.

Where the distance between the axles is from 42 inches to ten feet inclusive, then the maximum weight of 16,000 pounds for each axle in the group will be allowed.

Where the distance between the axles exceeds ten feet then the maximum weight of 18,000 pounds will be allowed for each axle in the group.

(b) Overall Maximums:

The maximum gross weight of a vehicle or combination of vehicles shall not exceed the following limits:

- |   |        |        |
|---|--------|--------|
| 1. Conventional type, two axled trucks ....   | 24,000 | pounds |
| 2. Cab-over-Engine type, two axled trucks   | 27,000 | "      |
| 3. Conventional type, tandem axled trucks   | 38,000 | "      |
| 4. Cab-over-Engine type, tandem axled trucks .....  | 41,000 | "      |
| 5. Semi-trailers, or combination of truck and trailer having three axles only,  |        |        |
| Conventional type .....   | 42,000 | "      |
| Cab-over-Engine .....   | 45,000 | "      |
| 6. Semi-trailer or combination of truck and trailer, having more than three axles and operated on specified highways only ..... | 56,000 | "      |

A tolerance of  $2\frac{1}{2}\%$  or 1,000 pounds, whichever is the lesser, will be allowed.

For the purpose of this regulation, the specified highways mentioned herein are as follows:

- No. 1 Walsh to Banff.
- No. 2 Carway to Calgary-Edmonton-Clyde Corner.  
Smith to Triangle.  
Triangle to Peace River.  
Grande Prairie to B.C. Border.
- No. 3 Medicine Hat to B.C. Border.
- No. 4 Lethbridge to Coutts.
- No. 9 Calgary to Alsask.
- No. 12 Lacombe to Compeer.
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No. 23 Monarch to High River.

No. 34 Triangle to Grande Prairie.

No. 44 Westlock to Smith.

7. On all other highways not so specified, the maximum gross weight for any vehicle or combination of vehicles shall be 45,000 pounds.

8. The maximum weight provided for in the preceding paragraphs of this section shall be permitted only when an axle, a vehicle or a combination of vehicles is equipped with tires of sufficient capacity to carry such maximum loads in accordance with Table 1, of section 3.2.2. of these regulations.

(c) For the purpose of licensing and assessing fees "maximum gross weight" shall be computed in accordance with the following formulae:

1. For single two-axle units of conventional type.

Maximum gross weight shall be the result obtained by multiplying the maximum allowable load on the rear axle of the unit by one and one-third.

2. For single two-axle units of the cab-over-engine type.

Maximum gross weight shall be the result obtained by multiplying the maximum allowable load on the rear axle of the unit by one and one-half.

3. For single units of the conventional type with tandem axles where the tandem axles are less than 42 inches apart.

Maximum gross weight shall be the result obtained by multiplying the maximum allowable load on the two tandem axles considered collectively by one and one-third.

4. For single units of the cab-over-engine type with tandem axles where the tandem axles are less than 42 inches apart.

Maximum gross weight shall be the result obtained by multiplying the maximum allowable load on the two tandem axles considered collectively by one and one-half.

5. For single units of the conventional type with tandem axles where the tandem axles are 42 inches or more apart.

Maximum gross weight shall be obtained by adding to the tandem axle allowances one-third of an equivalent single rear axle rating.

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6. For single units of the cab-over-engine type with tandem axles where the tandem axles are 42 or more inches apart.

Maximum gross weight shall be obtained by adding to the tandem axle allowances one-half of an equivalent single rear axle rating.

7. For tractor semi-trailers.

Maximum gross weight shall be obtained by computing the maximum gross weight for the tractor unit in accordance with the preceding sections 1 to 6 and adding to it the maximum allowable load on the axle or axles of the semi-trailer portion.

8. For any trailer or pole trailer.

Maximum gross weight shall be obtained by computing the maximum allowable load on each individual axle of the unit and taking the sum of such addition.

9. In all such cases where it is either impossible or impracticable to compute the maximum gross weight in accordance with the above formulae, then the maximum gross weight of any vehicle shall be that which is arbitrarily set by the Board.

10. Two-axled vehicles of the lighter type which are designed by the manufacturer to be equipped with only single 7.50x18 or smaller tires on the rear axle are permitted a tolerance of 25% in excess of the maximum gross weight computed in accordance with section 3.2.3.

11. (a) The maximum gross weight for Public Service and Commercial vehicles which are engaged solely in the transportation of household goods or any other special commodities which the Board may specify shall be the maximum weight as declared by the owner of the vehicle, provided that the maximum weight so declared shall not be less than seventy-five per cent of the maximum weight computable under the preceding paragraphs of this section.

- (b) In the event that any vehicle licensed under the preceding paragraph is found to be operating with a greater maximum weight than that appearing on the certificate thereof, the certificate and plates issued for such vehicle shall immediately become null and void and shall be reinstated only upon the maximum weight being computed as provided for in the general provisions of this section and upon payment of such extra fee as would bring the total fee equal to that payable under sections 5.1.3. or 5.1.4.



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(c) For the purpose of this section the term "Household Goods" means personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling; furniture, fixtures and equipment belonging to stores, offices, museums, institutions, hospitals, or other establishments when a part of the equipment used by such stores, offices, museums, institutions, hospitals, or other establishments, and articles, including objects of art, displays and exhibits, which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods.

**3.2.4.** No person shall operate or permit to be operated any Public Service or Commercial vehicle which does not comply with the provisions of section 3.2.3. as to maximum load or "maximum gross weight".

### **Weight on Tires.**

**3.2.5.** Subject to sections 3.2.2. and 3.2.3. of these Regulations, when a vehicle is so loaded that the weight of any one tire or any one axle exceeds the weight permissible, the operator when so instructed by an officer or inspector, shall remove the load or portion thereof before continuing to drive or operate the vehicle.

### **Extended Loads.**

**3.3.1.** Whenever the load upon any vehicle extends to the rear five (5) feet or more beyond the bed or body of such vehicle there shall be displayed at the extreme rear end of the load the following warning signals:

(a) During the hours between sunrise and sunset, a red flag not less than twelve (12) inches square displayed in such a position as to be clearly visible at a distance of at least two hundred (200) feet from the rear of such vehicle and so hung that approximately the entire area is visible to the driver of a vehicle approaching from the rear.

(b) During the hours between sunset and sunrise, a red light which shall be clearly visible under normal atmospheric conditions to the driver approaching from the rear at a distance of at least five hundred (500) feet.

Provided that the above provisions shall also be applicable to any Public Service or Commercial vehicle which has a dangerous projection such as a reach or pole or other similar contrivance which projects five feet or more beyond

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the rearmost limit at the main portion of body or bed of such vehicle.

### **Loose Material.**

3.3.2. When the load of a vehicle consists of loose material or of material liable to shift whilst being conveyed, it shall be placed on the vehicle inside a container or otherwise so placed as to prevent it from slipping off.

### **Cordwood.**

3.3.3. Where the load of a vehicle consists of two widths of cordwood it shall be so placed thereon that the ends of the cordwood at the outside are at least three inches higher than the ends of the cordwood at the centre of the vehicle.

### **Trailers.**

3.4.1. Except by permission of the Board, all trailers having a carrying capacity in excess of five thousand (5,000) pounds in accordance with tire equipment as provided by these Regulations, and all semi-trailers must be equipped with adequate braking mechanism under the control of the operator, provided, however, that this Regulation does not apply to two-wheeled trailers used without a platform.

3.4.2. No single axled trailer, exclusive of a semi-trailer, shall be operated behind any truck for the purpose of carrying a tank for the transporting of petroleum products.

3.4.3. No motor vehicle shall be operated with a trailer or trailers unless such trailer or trailers each have two separate means of attachment so constructed and attached that the failure of one of such means will not permit the trailer to become detached: provided that this Regulation shall not apply to tractor-trailers.

### **Fifth Wheel Devices.**

3.4.4. In the case of semi-trailers or tractor-trailers fifth wheel devices shall comply with at least the following provisions:

(a) The upper and lower half of the fifth wheel devices shall be securely attached to the semi-trailer and truck tractor respectively.

(b) Locking means shall be provided in every fifth wheel mechanism so that upper and lower halves may not be separated without positive manual release.

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(c) All fifth wheel devices shall function properly and freely.

**3.4.5.** Not more than one trailer shall be towed behind any motor vehicle.

## **Explosives.**

**3.5.1.** No Public Service or Commercial vehicle shall accept for transportation explosives, except on special authority granted by the Highway Traffic Board, or by an officer of the R.C.M.P. When such authority is given, articles included under this heading must be described, packed, marked, loaded, stayed and handled in accordance with Regulations governing the transportation of explosives as described by The Explosives Act of Canada and in accordance with the Regulations of the Board.

## **Inflammable Liquids.**

**3.5.2.** All Public Service and Commercial vehicles used for the purpose of transporting petroleum products in tanks shall comply with the following Regulations:

Inflammable petroleum products shall be classified as follows:

Class 1. All petroleum products having a flash point at or below 80 degrees Fahrenheit according to the Tagliabue Open Tester.

Class 2. All petroleum products having a flash point above 80 degrees Fahrenheit and below 175 degrees Fahrenheit according to the Tagliabue Open Tester.

All tanks used for the transportation of inflammable petroleum products shall be classed as follows:

Class A: All tanks used for distribution purposes.

Class B: All tanks used for freight or bulk hauls from refinery to disposition centre.

Class C: All tanks used exclusively for the purpose of transporting crude oil from field to refinery or disposal centre.

Each tank shall be clearly marked on each side with a letter "A", "B" or "C" not less than 12 inches high designating the class to which it belongs.



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## TANK CONSTRUCTION

Except as hereinafter provided, tanks shall be constructed throughout of open hearth steel or blue annealed steel, of a thickness and gauge in accordance with the following table:

Aggregate Capacity Imp. Gals.	Minimum Thickness of Material Head
Up to 500 gals. .... 14 Ga. U.S. Std. ....	14 Ga. if bilged or corrugated, otherwise 12 Ga.
500 to 1000 gals. .... 12 Ga. U.S. Std. ....	12 Ga. if bilged or corrugated, otherwise 10 Ga.
Over 1000 gals. .... 10 Ga. U.S. Std. ....	8 Ga. U.S. Std.

Tanks exceeding 1,000 gallons in capacity may be constructed with 12 Ga. shells and 10 Ga. heads provided they are subdivided into compartments and are mounted on chassis equipped with pneumatic tires. Provided, however, that in the case of Class "C" tanks, the sub-division need be made only by approved baffles or surge plates into spaces as hereinafter provided for such tanks.

Materials other than that specified above may be used in thickness which will give strength equivalent to that of open hearth or blue annealed steel.

Shell and head joints shall be welded, rivetted and welded, brazed or rivetted and brazed, rivetted and caulked, or made tight by some equally satisfactory process.

Each compartment of the completed tank shall be tested and proven tight, a five pound minimum pressure applied for a period of one hour.

Outlets shall be substantially made and attached to the tanks so as to prevent breakage at outlet joint and so as to permit complete drainage.

Class "A" tanks having a capacity in excess of 500 Imperial gallons shall be divided into compartments of not more than 500 Imperial gallons each with a tolerance of ten per cent, except that in the case of the front and rear compartments, a maximum capacity of 600 Imperial gallons shall be allowed.

Class "B" tanks shall be divided into compartments not exceeding 1,200 Imperial gallons each. Whenever the capacity of any one compartment exceeds 600 Imperial gallons, or

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when otherwise required by the Mechanical Branch, each compartment shall be provided with surge plates or baffles and such surge plates or baffles shall be dished and continuously welded to the shell of the compartment except at equalizing ports. The number of baffles or surge plates that may be required shall be at the discretion of the Mechanical Branch.

Class "C" tanks may be divided into compartments not exceeding 1,800 Imperial gallons, provided that each compartment is subdivided into spaces consisting of not more than 450 gallons each, by approved baffles or surge plates. Suitable means shall be provided to facilitate the removal of any sedimentation that may take place at the bottom of such tank.

No mixed cargo consisting of Class 1 and Class 2 petroleum products shall be loaded or transported in any adjoining compartments unless such compartments are separated by an air space. Where such air space is provided it shall be equipped and maintained with adequate drainage and venting facilities.

The matter of the number and the sequence of compartments that shall be separated by an air space on any tank shall be at the discretion of the Mechanical Branch.

Tanks shall be adequately supported and securely attached, clamped or bolted to the frame of the truck or trailer.

## VENT VALVES AND FUSIBLE PLUGS

Each compartment shall be provided with the following safety devices:

(1) A device for relieving pressure and preventing vacuum within the compartment, such device shall have an effective area not less than 0.44 square inches.

(2) Fusible plug with safety screen having a free opening equal to a circular hole 1.29/32 inches in diameter. The fusing temperature of the fusible element shall not exceed 200F.

(3) Static Chains.—The tank, chassis, axles and springs of every vehicle shall be metallically interconnected and tank trucks and trailers must be equipped with drag chains or some other flexible metallic device long enough to reach the ground, and capable of grounding such static charges as

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(e) Tanks originally designed and intended for storage of inflammable petroleum products shall not at any time be used for the purpose of transporting such products.

(f) Skid tanks appropriately designed to be used either as transport or storage tanks may be used for the purpose of transportation where there is a necessity for their joint use as a transport storage unit. In no case, however, shall such skid tanks be used in place of tank trucks, tank trailers or tank semi-trailers for regular deliveries.

### **Liquefied Petroleum Gases.**

**3.5.5.** All Public Service and Commercial Vehicles used in transporting liquefied petroleum gas shall comply with the Regulations as herein set out:

#### **(a) Definitions:**

In these Regulations, the expression:

“approved” means inspected and labelled by a recognized testing laboratory and acceptable to the Mechanical Branch;

“container” means any vessel used for containing liquefied petroleum gas and when used in conjunction with N.B.F.U. Pamphlet No. 58 shall have the same meaning as is intended in the pamphlet;

“liquefied petroleum gas” or the abbreviated form “L.P. gas”, means and includes any material either in liquid or gaseous state which is composed predominantly of any of the following hydrocarbons, or mixtures of them: propane, propylene, butanes (normal butane or iso-butane), and butylenes;

“Mechanical Branch” means a branch of the Government of the Province of Alberta so designated under the Department of Public Works;

“N.B.F.U.” means the National Board of Fire Underwriters of the United States of America.

“N.B.F.U. pamphlet No. 58” means a pamphlet issued September, 1951, by the National Board of Fire Underwriters of the United States of America and in which pamphlet are contained standards for the design, installation and construction of containers and pertinent equipment for the storage and handling of Liquefied Petroleum Gases;

“portable cylinder” means any container used for the transportation and supply of L.P. gas for temporary installation in conjunction with any gas burning system or appliance,



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but does not include a skid tank;

"skid tank" means a container which may be used either as a transport or storage tank;

"storage tank" means any vessel which is permanently installed and used for storage of L.P. gas;

"tank" means any tank here referred to whenever applicable, that is to say, a skid tank, storage tank or transport tank;

"transport tank" means any container designed to be permanently mounted on a truck, trailer or semi-trailer; and all other expressions used shall have the same meaning as in The Public Service Vehicles Act.

#### (b) Approvals Required.

(1) No person shall load or transport any tank container on any Public Service or Commercial Vehicle unless such tank or container bears a label of approval issued by the Mechanical Branch.

(2) No person shall either by himself or his agent cause to be constructed, construct or offer for sale any tank or container intended for hauling liquefied petroleum by means of a Public Service or Commercial Vehicle unless he is in possession of an approval certificate issued by the Mechanical Branch.

(3) Notwithstanding the provisions contained in these regulations the Mechanical Branch shall have the right to withhold or refuse to grant a certificate of approval for any tank (tanks) or container (containers) intended for the purpose of transporting liquefied petroleum gases when in their opinion the tank (tanks) or container (containers) is (are) not properly mounted on the chassis of the vehicle or not properly equipped or for any other valid cause or causes.

#### (c) Standard of Equipment of Tanks and/or Containers.

Unless otherwise directed or approved by the Mechanical Branch all tanks or containers shall be equipped with such valves, accessories, piping and fitting and safety devices as required by N.B.F.U. pamphlet No. 58, Division 3.

#### (d) Tank Truck Fuel Systems.

In the event liquefied petroleum gas is used in the truck engine, the fuel system shall be installed in a manner outlined in Division 4 of the N.B.F.U. pamphlet No. 58.



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(e) Transfer of Liquids.

(1) Truck, trailer and semi-trailer containers shall be loaded by weight, by meter or by suitable level gauging device. (see Section B 16, N.B.F.U. pamphlet No. 58.)

(2) Pumps or compressors shall be designed for use with L.P. gas in accordance with the provisions of N.B.F.U. pamphlet No. 58.

(f) Mounting Container on Trucks, Semi-Trailers or Trailer Vehicles.

(1) A suitable "stop" or "stops" shall be mounted on the truck, semi-trailer or trailer or on the container, in such a way that the container shall not be dislodged from its mounting due to the vehicle coming to a sudden stop. Back slippage shall also be prevented by proper methods.

(2) A suitable "hold-down" shall be provided which will anchor the container at one or more places on each side of the container to the truck, semi-trailer or trailer frame so as to minimize loosening due to vibration.

(g) Electrical Equipment and Lighting.

Tank trucks, tank trailers and tank semi-trailers, shall not be equipped with any artificial light other than electricity. Lighting circuits shall have suitable over-current protection (fuses, or automatic circuit breakers); the wiring shall have sufficient carrying capacity and mechanical strength, and shall be suitably secured, insulated and protected against physical damage.

(h) Trailers and Semi-Trailers.

(1) All trailers shall be firmly and securely attached to the vehicle drawing them by means of suitable drawbars, supplemented by safety chains.

(2) Every trailer or semi-trailer shall be equipped with a reliable system of brakes, and adequate provision shall be made for its efficient operation from the driver's seat of the vehicle drawing the trailer.

(3) Every trailer or semi-trailer used for the purpose of transporting liquefied petroleum gases shall be equipped with such lights and reflectors as may be required by The Vehicles and Highway Traffic Act and the Regulations of The Public Service Vehicles Act.

(4) Two-wheeled trailers shall not be operated behind any truck for the purpose of carrying a tank or a container used for the transportation of liquefied petroleum gases.

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(5) Four-wheeled trailers shall be of a type of construction which will prevent the towed vehicle from whipping or swerving from side to side dangerously and will cause it to follow substantially in the path of the towing vehicle.

(6) Where a fifth wheel is employed, it shall be ruggedly designed, securely fastened to both units, and equipped with a positive locking mechanism which will prevent separation of the two units, except by manual release.

(i) Static Electricity Precautions.

The tank, chassis, axles and springs shall be metalically connected. Suitable means shall be provided for discharging static prior to and during loading and unloading operations. Tanks shall be statically bonded to the filling and/or to the receiving tank before any hose connections are made for the purpose of loading or unloading.

(j) Exhaust Systems.

(1) The exhaust system, including muffler and exhaust line, shall have ample clearance from the fuel system and combustible materials. Truck muffler and exhaust pipe shall be placed as far as practicable from any tank valves, pumps or piping.

(2) Muffler cut-out shall not be used.

(k) Extinguishers Required.

Each truck or tractor shall be provided with an approved fire extinguisher, or extinguishers of a capacity rated as one unit for Class "B" or petroleum fires.

(l) Smoking Prohibited.

Tank truck drivers and their helpers shall be instructed not to smoke or allow smoking around the truck on the road, while making deliveries, filling the trucks or making any repairs to tank truck or tank trailer.

(m) Protection Against Collision.

Each tank truck and trailer shall be provided with properly attached steel bumpers or chassis extension which shall be so arranged as to protect the tank, piping, valves and fittings in case of collision.

(n) Chock Blocks.

Chock blocks shall be provided for the rear wheels and chained permanently to the vehicle. Such blocks shall be



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stored in suitable carriers when not in use. These blocks shall be placed at rear wheels to prevent rolling of the vehicle whenever it is parked including loading and unloading operations.

(o) Skid Tanks.

Skid tanks shall not be used in place of tank trucks, tank trailers or tank semi-trailers for regular deliveries. They shall be employed only where there is a necessity for their joint use as a transport and storage unit. Where skid tanks are used they shall comply with all requirements of these regulations and with Section 2.6 (f) of Division 11 as contained in N.B.F.U. pamphlet No. 58.

(p) Transportation of Portable Cylinders.

(1) Portable cylinders shall not be loaded or placed on any Public Service or Commercial Vehicle in locations where the maximum temperature is likely to rise in excess of 100 degrees F.

(2) Such cylinders along with the valves and accessories shall be protected from mechanical injury and from tampering by unauthorized persons.

(3) Portable cylinders shall not be transported in any heated van unless a separate compartment is provided wherein a temperature of less than 100 degrees F. is being maintained. Where such compartment is provided it shall be thoroughly vented. This venting shall be by means of openings in top and bottom of said compartment.

(4) All portable cylinders shall be kept away from any open flame or direct heat.

(5) Each cylinder before being loaded shall be tagged with a red tab bearing the words: "EXPLOSIVE: KEEP AWAY FROM HEAT", in unshaded black letters not less than  $\frac{1}{2}$  inch in height.

(6) All portable cylinders whilst in transit shall be securely clamped or fastened in an upright position.

(q) Painting.

All truck tanks and/or semi-trailer tanks used in the transportation of liquefied petroleum gases shall be finished with a heat reflecting surface, either white or aluminum, and shall be maintained in good condition. Painting containers red or other heat absorbing color is prohibited.

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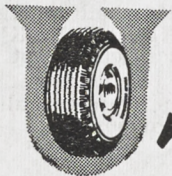
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(r) Lettering

All such truck tanks and semi-trailer tanks, in addition to the heat reflecting finish, shall have painted thereon in letters not less than six inches in height, an appropriate warning indicating the nature of the contents of the tanks.

(s) Inspection of Vehicles.

Every operator of a Public Service or Commercial Vehicle who uses a tank or a container for the purpose of transporting liquefied petroleum gases by means of such vehicle shall when so requested either by the Highway Traffic Board or the Mechanical Branch permit the inspection of such vehicle and tank or container and shall supply all such details pertaining to construction of the tank or container as may then be required.

(t) Parking of Liquefied Petroleum Gas Transports.

(1) Liquefied petroleum gas transport trucks or semi-trailers when not in use shall not be parked over night closer than 50 feet to any building or group of buildings except where such building or buildings are devoted exclusively to the transaction of liquefied petroleum gas business operations.

(2) Liquefied petroleum gas transports shall not be left parked at night on any highway, road, street, or alley.

(3) Liquefied petroleum gas transports shall not be parked beneath or adjacent to any electric transmission line in such position that there is a possibility of a conductor contacting the tank in event of breakage.

(u) Transportation Storage Tanks Prohibited.

Storage tanks shall not at any time be used for the purpose of transporting L.P. gases on any Public Eervice or Commercial Vehicle. Provided, however, that this shall not prohibit the transportation of any empty storage tanks which have been completely steamed and freed of all L.P. gas.

(v) Filling Containers.

(1) All wholesalers shall show on the manifest given to the truck operator, the vapor pressure and gross gallons of gas and the loading temperature.

(2) Marketers and users shall not introduce a liquefied petroleum gas, or a mixture thereof, into any container when the vapor pressure of such gas at 100 degrees F.

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exceeds the design working pressure of the container.

(3) Tanks or containers shall not be completely filled with liquid. About 10% vapor space should be retained for fluid expansion.

### **Inland Transportation Insurance.**

**3.6.1.** Every person to whom a Public Service Vehicle certificate is granted shall take out and keep in force a policy of inland transportation insurance against loss or damage to their shipments, and shall deposit a copy of such policy with the Board. Such insurance shall be in the minimum amount specified hereunder:

(a) Public Service Vehicles operating from truck terminals and engaged in the transportation of general merchandise,—

Maximum gross weight not exceeding 8,000 lbs.	\$ 1,500.00
Maximum gross weight 8,001 lbs. to 24,000 lbs.	5,000.00
Maximum gross weight 24,001 lbs. to 30,000 lbs.	7,000.00
Maximum gross weight 30,001 lbs. to 40,000 lbs.	10,000.00

(b) All other Public Service Vehicles engaged in the transportation of general merchandise,

Maximum gross weight not exceeding 8,000 lbs.	\$1,500.00
Maximum gross weight not exceeding 24,000 lbs.	2,000.00
Maximum gross weight not exceeding 30,000 lbs.	3,500.00
Maximum gross weight not exceeding 40,000 lbs.	5,000.00

(c) Public Service Vehicles engaged solely in the transportation of live stock,

Maximum gross weight not exceeding 8,000 lbs.	\$ 750.00
Maximum gross weight exceeding 8,000 lbs. ....	1,500.00

(d) Trucks engaged solely in transporting milk, cream and other farm products from farm to market ..... \$300.00

(e) Public Service Vehicles engaged solely in the transportation of a special commodity, such as petroleum products ..... Actual cash value of cargo

(f) Public Service Vehicles engaged in the transportation of a special commodity, insurance shall be in such amount as the Board may determine.



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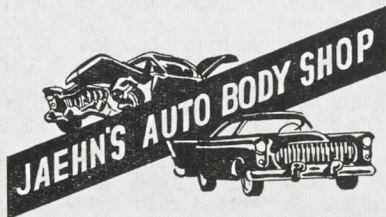
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## **Burns by Acids**

Drench the parts with water first and wash with baking soda solution (2 tablespoonfuls bicarbonate soda to one pint water). Treat as burn.

## **Burns by Alkali**

Drench the parts with water first and wash with vinegar, lemon juice diluted with equal quantity of warm water—before using water, brush off any lime remaining on part. Treat as burn.

## **Burns by Electricity**

Resemble burns due to fire but are frequently very deep and severe so that the tissues are charred. Treat as a severe burn—treat for shock.

## **Burns from Lightning**

Vary from staining of skin to those of greater severity—treat as for burn and shock.

## **Clothing on Fire**

In rendering assistance hold rug in front of yourself. Lay patient flat on floor at once, flames uppermost. Then smother flames with rug, coat or table cover preferably made wet, rolled around person. If your clothing catches fire when nobody is by, lie flat, flames uppermost, smother flames with anything handy. Call for assistance, do not rush into open air. For treatment see Burns and Scalds.

## **Crushed Foot**

If there is little bleeding, apply a splint to sole of foot, reaching from heel to toe. If there is severe bleeding remove boot and stocking by cutting laces or cutting boot up back if necessary. Apply padded splint to sole of foot, reaching from heel to toes. Bandage in manner of fig. of 8. Support in raised position.

## **Foreign Body in the Eyeball**

Do not attempt removal. Drop in castor or olive oil. Apply pad of absorbent cotton, bandage. Take to doctor.

## **Cut Throat**

If patient fully conscious, keep seated. If bleeding severe apply direct pressure to wound with dressing. Attempt to compress carotid arteries only as a last resort. If bleeding not severe or is arrested, treat as for wounds.

## **Dislocation**

Do not attempt reduction, send for a doctor. When outdoors, support limb in position which gives most ease to patient. When indoors, rest patient on couch in position

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which gives most ease. If pain is severe, expose parts, apply cold, if this ceases to give comfort apply flannels wrung out of hot water. Treat for shock.

### **Electric Shock**

If impossible or inexpedient to switch off current, follow these instructions even if victim appears to be dead. First remove from contact with live wire by standing on any dry non-conductor (board or clothing). Do not touch victim with naked hands. Cover with dry rubber or woollen material and pull victim away from wire. After removal from live wire begin artificial respiration at once, and persevere for some time. Treat burns. (See Burns and Scalds).

### **Fractures**

(General Rules). Attend to injury on the spot. Before removal render limb immovable. Arrest severe bleeding. If necessary to remove coats, etc., do so from uninjured side first. Send for doctor. Steady and support injured limb, carefully place limb in natural position without force, (no extension with compound fracture) apply padded splints or body splints to keep joints immediately above and below fractured bone at rest by bandages. If in doubt treat as fracture. For fracture of spine, pelvis or thigh remove in recumbent position.

(Complicated). Medical aid as soon as possible in all cases when internal organ injured. Apply ice.

(Compound). When bone protrudes through skin with haemorrhage; first, control bleeding, no extension, place limb in natural position, apply splints.

(Impacted). Avoid all manipulation and follow General Rules.

### **(Arm Bone)**

(Humerus). Close to shoulder. Broad bandage above middle of arm round limb and body tie on opposite side. Support wrist by small arm sling.

Middle of shaft. Place forearm at right angle to arm. Support wrist by small arm sling, apply splints reaching from shoulder to elbow on front, back and outer side of arm, secure by bandages.

Involving elbow joint. Indoors—Lay limb on pillow, apply cold dressings, await doctor.

Outdoors—Use angular splint applying to side showing least injury, bandage, support in small arm sling.

Note—Same treatment for fracture or bones of forearm involving joint.

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### **(Collar Bone)**

Place pad (2x4 in.) in arm pit or injured side. Raise forearm well up and support in St. John sling. Pass broad bandage around elbow and trunk. Test pulse and tighten sling.

### **(Both Collar Bones)**

Place in each armpit pad two inches thick and four inches across, and fold both forearms in front of chest. Tie narrow bandage around each arm and brace back each shoulder by carrying both bandages to the middle of the back, tie and carry the ends forward to the front of chest, widening them to enfold the forearms and tie in front.

### **(Elbow Tip)**

Apply splint along front of forearm. Secure with bandage reaching from middle of arm to wrist. Fix with bandages to body.

### **(Finger Bone)**

If only one small bone broken, apply small padded splint secured by tape, to the front (opposite side to finger nail) of finger.

### **(Ribs)**

Apply two broad bandages round chest affording support. Place centre of first immediately above, the centre of other immediately below fracture, overlapping, tie to front on opposite side of body. Or apply strong towel, folded 8 in. wide, secure with safety pins. Place arm injured side, in large arm sling.

If bandaging increases discomfort or causes or aggravates cough, do not bandage chest. Place patient in recumbent position body inclined toward injured side, supported.

### **(Shoulder Blade)**

Remove coat, etc. Place large pad over injured bone and soft pad in each axilla. Apply middle of broad fold bandage beneath axilla or injured side, carry one end over front of chest, the other over pad on injured side to the opposite shoulder, pull firmly, cross ends, carry them to axilla uninjured side and tie over the pad, place arm on injured side in a St. John sling.

### **(Spine)**

Back (Dorso-Lumbar Spine). Treatment is the same whether or not patient can move legs. If conscious, caution patient to lie still. Cover, tie together feet, knees and thighs. If possible, patient should be allowed to lie quietly until arrival of the doctor. If lying on back, a pillow or similar soft object should be gently slipped beneath small of back to maintain arch, but force must not be used to do



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this. If lying face downwards (prone), should have pillow or rolled blanket beneath chest to maintain back arch. If it is necessary to transport patient he should be carefully lifted onto a stretcher on back or stomach, maintaining arch in back at all times. Patient not to be rolled over unless absolutely essential to treat severe wound.

### (Hand)

Apply padded splint to palm of hand, extending from middle of forearm to tips of fingers. Secure by narrow bandage as fig. of 8 to hand, wrist and forearm.

## RECIPROCITY

When persuing your copy of this Manual, bear in mind the various firms whose advertisements appear herein.

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# Treatment of Carbon Monoxide Poisoning

**Ref.: First Aid to the Injured, 40th edition**

This is the gas found as a result of combustion in car exhaust vapours and in coal gas charcoal stores, etc., as a result of incomplete combustion. It is odourless and lighter than air.

## **PREVENTION**

1. Careful, regular routine checks of exhaust systems in cars and trucks.
2. Always drive with a 'crack' at the top of car windows.
3. Stop and open car windows in case of sleepiness or nausea.
4. Never leave engine running in enclosed space, re: garages, tunnels, etc.
5. Beware of other cars' exhaust fumes being drawn into car from vehicles ahead through defrosting vents if drawn up behind cars in long traffic jams.

## **GENERAL RULES FOR TREATMENT**

1. Remove cause if possible or patient from cause.
2. Ensure that there is a free passage of air.
3. Apply artificial respiration preferably by the Holger-Nielsen Method having made sure that patient has a clear airway.
4. On entering enclosed space suspected to contain carbon-monoxide gas make sure of a free circulation of air, hold your breath and keep low.  
Remove patient as quickly as possible.
5. Get help if possible to:
  - (a) assist in artificial respiration which may have to be continued for many hours.
  - (b) provide shelter from elements.
  - (c) prevent heat loss by the patient.
  - (d) summon transport and or medical aid.

**Watch out for the following symptoms and signs:**

1. Dizziness and weakness and sleepiness.
2. Pain over heart and shortness of breath.
3. Rapid breathing, irregular breathing.
4. Partial loss of consciousness, tendency to black out.

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## RAILWAYS CONSPIRE AGAINST TRUCKERS

A trucking industry spokesman has charged that a conspiracy by Canadian and American railroads to drive truck operators out of business in the northeastern United States irreparably harmed Canadian international truck operators and adversely affected public goodwill built up by the Canadian trucking industry.

The conspiracy was found to exist during the multi-million-dollar civil damage suit brought against a number of railway companies by U.S. truckers in the U.S. district court in Philadelphia. The court ruled in favor of the truckers.

In a report prepared for delivery to a special meeting of Quebec province trucking company representatives, Camille Archambault, of Montreal, a vice-president of Canadian Trucking Associations, said that the court had named the conspirators as the Canadian National Railways, the Canadian Pacific Railway Company, 33 American railroads, the Eastern Railroad Presidents Conference, and Carl Byoir & Associates Inc., a New York public relations firm.

The court's decision was the result of a lawsuit launched under the Sherman and Calyton anti-trust laws of the United States by the Pennsylvania Motor Truck Association and the 41 long-haul truckers. They charged that the defendants—the railroad companies, ERPC and the Byoir public relations firm—had combined in an illegal conspiracy to drive truck operators in the northeastern part of the United States out of the business of long-haul freight transportation. The court found the defendants guilty and they are appealing the decision.

Backing up anti-truck campaigns in individual states was an over-all campaign of vilification of the trucking industry, waged with the objective of fanning into flame public resentment against truckers in 17 states. The campaign was particularly strong in New York, New Jersey, Ohio and Pennsylvania. This campaign was to be the stepping stone to attainment of specific anti-truck legislative objectives in each state.

Mr. Archambault referred to the court's finding that the campaign of vilification "was supplemented by a program which the court discusses under the heading 'magazine activities'; by activities in connection with the Maryland Road Test, in which the defendants, according to the court,



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completely distorted the findings of the test and of expert opinion that the road tested could carry gross weights without danger as high as 73,280 pounds; and by the use of so-called independent survey organizations to lead the public to believe that trucks were destroyers of the highways and were the recipients of enormous public subsidies—the subsidy claim being emphasized by ‘statistics,’ based on the false premise that trucks were the prime users of the roads.”

Quoting from the court’s decision, the report charged that the defendant railroads, through the Byoir public relations firm, helped write or research antitruck articles which had appeared in Newsweek, Saturday Evening Post, Harper’s, Reader’s Digest, American Magazine, Country Gentleman and Everybody’s Digest.

Mr. Archambault said that the view of the court that the defendants were ready, willing, and able to continue their campaign, that they were able to extend their campaign to other states, and that the defendants would renew their campaign with equal vigor unless prohibited from doing so, seriously concerned the Canadian trucking industry.

He went on: “The specific activities of Byoir, in the states of Ohio, Pennsylvania, New York, and New Jersey, directly affected international operations of Canadian trucking firms into or through, those states. Not only that. The good will of truckers in Canada—all Canadian truckers, including those who operate into the United States and those who do not—suffered severely as a result of the international impact of the campaign . . . which may have been an important factor in the participation of two of the defendants, the Canadian National and Canadian Pacific.”

The report stated that the damage done to the trucking industry seriously affected the position of Canadian truckers as a result of the extensive circulation in Canada of some of the magazines used in the ERPC campaign. He continued:

“An anti-truck attitude—an attitude which, expressed in provincial legislation, can ultimately do tremendous dollars-and-cents damage to individual trucking firms—is not an attitude which one picks up at church on Sunday, or sitting in a park, or swimming in the sea. It is an attitude that takes hold in the mind of a person through educational processes instigated and inspired by railroad propaganda agencies.”

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Mr. Archambault said that the attempt of the Canadian National Railways, the Canadian Pacific Railway, and seven of the other defendant railroads to obtain a ruling from the court that they were not co-conspirators did not succeed. The court had agreed that mere membership in an unincorporated association was not sufficient to establish liability for conspiracy. But the court found that all of the defendants, including Canadian National and Canadian Pacific, had full knowledge of the illegal object and the general means for obtaining that object.

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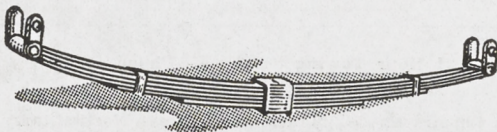
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Thou gavest life, and I pray no act of mine  
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Shelter those, dear Lord, who bear me company,  
From evil of fire and all calamity;  
Teach me to use my truck for others' need,  
Nor miss through love of speed  
The beauty of this world; that thus I may  
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## THESE ACCIDENTS CAN BE PREVENTED

(Reprinted From The International Teamster)

Three miles east of Michigan City, Ind., on U.S. Route 14, 1955, a transcontinental bus slammed, full belt, into a stalled semi-trailer truck loaded with steel. That instant marked the end of the world for six of the passengers, and for 20 others and the driver who were injured, the beginning of a two-hour nightmare of pain and terror while rescue workers cut and pried the twisted steel to extricate them.

Harry Williams, driver of the truck, who saved himself by a last-minute leap for life, but was injured by flying debris, reported to state police: "I couldn't get off the pavement, so I set out flare pots all around the truck and repaired the air line. Then I started picking up the flares.

"As I was picking up the last one I saw this bus speeding toward me. I started waving the flare to flag down the driver, but I guess he didn't see me. I jumped back when he was a few yards away, and the bus rammed squarely into the rear of the trailer."

The same "sitting-duck" crashes continue to happen. In spite of the regulations requiring that pots, electric lanterns or reflectors be set out when a commercial vehicle is disabled on the travelled highway, 1,280 persons were killed and 151,060 were injured in 1956 in this type of accident. And it is a safe bet the figures for 1957 will be still larger.

According to traffic safety experts, the most critical periods for sitting-duck crashes involving commercial vehicles are those when the driver is setting out the required warning equipment on the highway, and when he is picking it up and storing it. Furthermore, pile-ups at these moments frequently involve the death of the driver.

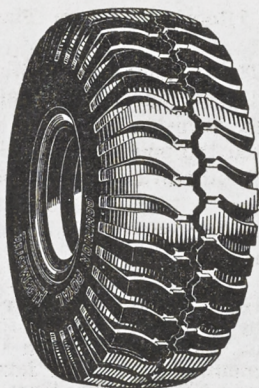
But even with the torches, lanterns or reflectors properly spotted on the road, the sitting-duck is poorly protected in these days of high speeds and heavy traffic day and night. Just recently, down near Lexington, Va., on U.S. 11,

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the Shenandoah Valley Highway, Michael Harold Powell had set out his torches according to the regulations after his rig stalled. He had just climbed back into his cab when the crash came. Again a bus—completely demolished, and filled with the dead and injured.

## WAYS OF PREVENTION

Most shocking of all, perhaps, is the realization that the sitting-duck need no longer serve as a decoy for death and destruction. Long ago, at the request of safety-minded truckers, whose hair was prematurely grey, "flare" switches were developed that, at the flick of a finger, turn on the four signal lights so that, simultaneously, they flash a half-mile warning beam to oncoming traffic.

Subsequently, the American Trucking Associations have given such automatic disablement warning flares their blessing. ATA Recommended Equipment Specification E-3 of 1955, covering "Electrical Lighting and Wiring for Commercial Vehicle Bodies," states: "Turn signals shall be wired in such a manner that they will flash simultaneously to indicate vehicle disability."

Further, the Uniform Vehicle Code, compiled and published by a national committee of traffic experts for the guidance of legislators over the past 30 years, provides in its revised edition for 1954 that: "Any vehicle may be equipped with lamps which may be used for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking or passing."

Obviously, the Interstate Commerce Commission does not, as yet, require such signalling equipment for interim warning use, but it does permit the simultaneous flashing of the four turn signal lights as a disablement warning.

In the welter of conflicting state traffic and safety laws—which the Uniform Vehicle Code seeks to simplify, clarify and unify—there is still confusion. Two state—one

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of which may racant at any moment—interpret their laws as prohibiting this use of turn signals. In ruling that flashing lights may be used only on emergency and police vehicles, these states deny commercial vehicle operators the right of protecting their lives, their vehicles, and the lives and property of other highway users. Yet every lawyer knows, and every state official ought to know, that no regulatory prohibition is worth the paper it is written on when it violates the recognized inherent human right to protect one's person or property from imminent peril.

Such unreasonable and legally untenable views on safety legislation, together with the grisly record of sitting-duck accidents, highlight the need for traffic education in our state capitals, and effective guidance in making available to all our truckers on all our roads the most efficient safeguards that have been devised.

We may be sure that Teamster union officials are aware of these things and will make a real college try for reforms this year—when legislatures of 42 of the states will be in session.

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All owners and drivers of all motor vehicles in Alberta are required to be able to show proof of their financial responsibility. This proof must be in the form of a Pink Card.

### **WHAT IS A PINK CARD?**

It is a card that shows you have insurance on your motor vehicle to cover public liability and property damage. It is also called a Financial Responsibility Card.

### **WHAT MUST I DO TO GET A PINK CARD?**

Obtain an automobile insurance policy covering your liability for bodily injury or death or damage to the property of others. Your Insurance Agent will then supply you with a Pink Card.

### **CAN I GET A PINK CARD WITHOUT GETTING A PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE POLICY?**

You may obtain the equivalent by depositing at least \$11,000.00 or a suitable bond with the Registrar of Motor Vehicles.

### **WHAT CAN HAPPEN IF I DO NOT HAVE A PINK CARD?**

If you are in an accident where the apparent property damage exceeds \$100.00 or where a person is hurt or killed and you have no Pink Card with you to show the police, then, your vehicle will be impounded.

### **HOW LONG WILL MY VEHICLE BE HELD IN IMPOUNDMENT?**

The vehicle will be held in impoundment until you have satisfied any and all claims for damage to the satisfaction of the Registrar.

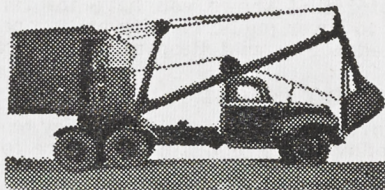
### **WHEN MUST A PINK CARD BE PRODUCED?**

A Pink Card must be produced whenever your vehicle is involved in an accident. If the Pink Card is not produced on the spot the police will have no alternative but to impound the vehicle that you were driving.

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## **MAY I CARRY MY INSURANCE POLICY IN PLACE OF A PINK CARD?**

No. The police are not expected to interpret policies. The law requires the Pink Card.

Your Legislature passed the "Pink Card Law" to protect Alberta citizens from possible consequences of irresponsible drivers. The Pink Card in your vehicle will show that you have made some provision to compensate for any injury or death, or property damage, that may be caused by your vehicle.

## **THESE ARE YOUR RESPONSIBILITIES:**

1. **Drive Carefully.**
2. **Get your Pink Card at once.**
3. **When your vehicle is in use have your Pink Card available there for production at all times.**

Let's drive and walk safely to reduce the accident toll on our streets and highways.

## **TAKE TIME TO LIVE . . . DRIVE SAFELY!**

## **DO YOU KNOW THAT . . .**

### **1.**

When a person is convicted under the Criminal Code of Canada for driving a motor vehicle or having the care or control of a motor vehicle while his ability is impaired by alcohol or a drug, his driver's license or chauffeur's license is automatically suspended for six months for a first offense and for one year for a second offense. There are no discretionary powers in the Act. The license is automatically suspended by statute.

### **2.**

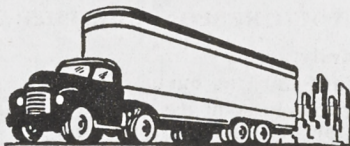
A conviction for driving at a unreasonable rate of speed may cost you your driver's license. Speed is one of the greatest killers on our highways and streets.

### **3.**

Leaving the scene of an accident, or failure to return to the scene of an accident, or neglecting to report an accident, is an offense and may result in the suspension of your driver's license.

---

# A genuine and heartfelt tribute to the "Gentlemen" of the Highways



Since the early days when the wheels of commerce rolled behind horses . . . to this year's mighty age of mechanical horsepower . . . the Teamsters Union has supplied manpower to the trucking industry.

Our union's record of friendly and co-operative employee-employer relations with the motor transport industry is unbroken. We are proud of this record . . . we are proud of the service we are rendering to the trucking industry . . . and to the general public. The Teamsters Union have made definite contributions to the greatness of the trucking industry . . . in peace and in war . . . in Safety and Courtesy . . . in Loyalty and Public Interest.

The motor carrier industry proudly points to our driver members as GENTLEMEN OF THE HIGHWAYS, AND THAT TRULY IS WHAT THEY ARE . . . AND EVER WILL BE.

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General Office .....	693711
Dominion Cartage Company, 727-10 Ave. W. ..	22797, 61757
Maple Leaf Truck Terminal Ltd., 1704-40 Ave. S.E. ....	51622, 51633
Pacific Inland Express Ltd., 508 - 6th Ave. E. Pickup and Delivery .....	AM 24497
General Office .....	64788
Trans Canada Highway Express Ltd., 422 - 6th Ave. East .....	22381, 65454

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Canadian Freightways Ltd., 123 Ave. & 68 St. ....	792087
Central Truck Depot Ltd., 10531-117 St. ....	889034, 889126
Northern Freightways Ltd., 14210 - 112 Ave. ....	552151
Truckers Terminal Distributing Co. Ltd., 125 Ave. and 74 Street .....	773114, 771573
United Truck Depot, 11050 - 90 St. ....	775538, 775668

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Canadian Freightways Ltd., 542-3 St. S. ....	2944, 2945
Cooper Transport Ltd., 1231-2 Ave. A North ..	4520, 6673
Ewing Transport, 614 - 4 St. S. ....	6177
Murray Transport, 1503 - 3 Ave. South .....	3750
Owen Distributing Ltd., 517 - 3 St. S. ....	3011, 2904
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Wilkins Terminal, 1257 - 2 Ave. A North .....	78353, 78354
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## STETTLE

Canadian Freightways Ltd. ....	2043
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## GRANDE PRAIRIE

Canadian Freightways Ltd. ....	2650
Goodkeys Transport, Box 1056, Railhead .....	2921



## Unions Should Demand Top Boosts — Forsey

Labour should now be asking for the largest increases employers can afford to pay, says Eugene Forsey, CLC research director. This is a responsibility labour owes to both the membership and the country, he says, and goes on to explain:

### Three Pillars

"There are three main pillars of the Canadian economy: exports, investment (expenditures for plant and equipment) and consumer purchasing power. As Mr. Churchill, the Minister of Trade and Commerce, pointed out in his Review of Canada's Economy in 1957, December 26, 1957, exports are not likely to go up much this year ('there is little likelihood of significant strengthening in world commodity markets' is the way he put it); investment is not likely to go up much either ('there is little evidence of forces which would quickly generate new strength . . . in investment'). And there isn't too much that anyone can do about either of these situations, right now. So if we want to pull out of this recession, we must do everything we can to raise consumer purchasing power. In the market situation ahead, said the Minister 'consumer demand will be an important sustaining influence.' He added that 'Consumer income . . . has been given additional support by way of higher social security payments and lower taxes'. So it has, and by other Government action as well, notably the new money put into housing and the extra money for farmers.

"But Government action alone is not enough. Business must also do its part, and if it won't do it voluntarily, we must force it to do it. Wages and salaries make up almost two-thirds of total consumer purchasing power. If we can raise them, we shall be adding markedly to the strength of that third pillar.

"We did it in the last recession, 1954. Wage rates went up 3.2 per cent in that year, and fringe benefits on top of that. Total wages and salaries went up almost 2½ per cent.

Consumer expenditure on goods and services went up over 5 per cent. Gross National Product went down; total national income went down. But wage rates and total labour income went up.

“Result? Ruin? Destruction of the economy? Not a bit of it. On the contrary, in 1955, the economy began expanding again. Gross National Product in 1955, in **real** terms, allowing for price increases, was 9 per cent higher than in 1954. Total profits before taxes went up too, over 22 per cent, and profits after taxes 30 per cent.

“So in 1954 we refused to be frightened, and went right on asking for, and getting, wage increases. And we helped to pull the country out of the recession and set it again on the path of economic progress. This year, the recession is worse than it was in 1954, and our task, accordingly, the more urgent. This year also, then, we should refuse to be frightened, and should go on asking for, and getting, the biggest wage increases the employers can afford to pay. **Giving** those increases is the biggest contribution **they** can make to solving the unemployment problem. **Making** them give them is the biggest contribution we can make.”

---

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## **Conditions Greatly Improved in Depressed Industry by International Brotherhood of Teamsters**

The International Brotherhood of Teamsters Local Union 514 has always been mindful of the need to organize the working people so as to help improve the living standards and working conditions, and in so doing, help protect wage rates and working conditions already established by organized labour. With this in mind, Local 514 attempted to organize for several years under their own power, but found it to be very slow and not too successful. As time went by, we realized more and more the need of assistance and eventually affiliated our Local with the Western Conference of Teamsters, which consists of the eleven Western States, Alaska and now three Western Provinces namely, British Columbia, Alberta and Saskatchewan. Since our affiliation with Western Conference, we have practically tripled our membership and increased our staff by 50%. Due to our growth, it also became necessary to form Local 214, Dairy Employees and Driver Salesmen, consisting of over 500 members. Brother H. D. Kennedy was elected Secretary-Treasurer of this new Local. This Local is now progressing very nicely and doing a good job for its members.

The 'Teamsters' Union 514 has also progressed into a

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new field, Truck Owner Operators, and now have a group in the Edmonton area of over 200 dump truck operators with Brother David Graham as Business Agent. This means substantial support to the Building Trades as well as the Teamsters Union.

Besides organizing, there is also the question of servicing and negotiating agreements for the members of our Union. In this, we feel a fairly good job has been done. For example, taking the period 1952 to 1956 of which we had a statistician make a survey. From this survey, it was found that we had been successful in gaining increases, wages and earning power amounting to \$1,103,462.00. This, we feel, is outstanding in that it covers only a four-year period and doesn't include overtime rates. If the number of overtime hours were included, it would be safe to estimate that the dollar increase per member would be almost double the above figure. Also the hours of work have been reduced from a fifty-four (54) hour week to a forty-four (44) hour week, and in some cases a forty (40) hour week as well as increased holidays with pay and better working conditions.

We, of the Teamsters Local Union 514, pledge our support to all actions taken by the Labour Movement for better legislation, social services and a better way of life for all.

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## **LABOUR RESEARCH SQUELCHES WAGE FREEZE ARGUMENTS**

Labour's contention that higher wages are needed now to provide increased purchasing power, and so combat unemployment, is being attacked by a number of arguments which Eugene Forsey, CLC research director, says are full of holes. Latest issue of Labour Research, publication of the CLC's research department, takes a close look at some of the things management spokesmen and editorial writers are saying and comes to the conclusion, based on official reports, that they are ill-founded.

### **Timing Pay Boosts**

The article raises the question of just when wage increases are justified—if ever—in the minds of labour's critics. They say there should be no wage increases when prices are stable because that would cause inflation. There should be no wage increases when prices are falling because that would price us out of the market and cause unemployment.

Then there is the old theme that wage increases are inevitably offset by price increases and that higher wages are a sure spark for another inflationary whirl.

Labour Research points out that from 1946 to 1956 wages, according to the Dominion Department of Labour index, rose 95.9%. In the same period wholesale prices went up 60.3% and retail prices only 50.7%. Clearly price increases did not by any means offset wage increases. In fact wage earners gained about 30% in real wages. The argument that higher wages mean higher prices has not been borne out by figures for such industries as primary iron and steel, cereals, textiles, boots and shoes, rubber, lumber and timber, newsprint, and petroleum products.

Then there is the argument about productivity with suggestions coming from all quarters that Canadian employees need to work harder and produce more. Labour Research points out that the Gordon Commission found productivity has been increasing in Canada at a rate of about 2.5% a year. During the past eight years, the period for which productivity figures are available, real wages have gone up an average of just a shade over 3% a year.

Since the war there have been three inflationary periods and the article explains their causes in these words:

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"The first post-war inflation, just after the war, came from the long pent up wartime demand, plus payments to veterans, plus return of compulsory savings, plus tax reduction, plus low interest rates ("easy money"). The second, at the time of the Korean war, came from the scramble for raw materials touched off by that war and by the fear of a bigger one. The third, now ended, was an investment inflation, the result of having more money to invest than there were resources (manpower and materials) to buy with it."

Graham Towers, former Governor of the Bank of Canada, is quoted on labour's role in the economic picture in these words:

"Labour, quite properly I think, resents being saddled with a large share of the blame for the lower value of money. They are certainly not responsible to any greater degree than all the rest of the population for what occurred during and immediately after the two world wars. It is not worth while to argue about the extent to which increases in wages in excess of increases in the productivity of labour have contributed to the rise in the cost of living during the last year and a half."

# MEMORANDUM



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